

Intimations.

IMPAIRED VISION.

LAWRENCE & MAYO'S PERFECT PEBBLES



Are clear, cool, & preserving to the sight.
MR. LAWRENCE is now in Hongkong, and may be CONSULTED at the HONGKONG HOTEL (Room No. 20), daily from 8 a.m. to 6 p.m.

CONSULTATIONS FREE.

SPECTACLES FOR BLINDNESS.

Vision is justly described as the most important of our senses, and its loss is regarded as one of the greatest afflictions to which mankind is subject.

It is, therefore, of paramount importance that we should carefully use our sight while perfect, and that when, unfortunately, the help of Spectacles is felt to be necessary, the utmost care should be taken in the selection of them.

The late eminent Oculist, Dr. Seeborg Wells, testifies that he had no hesitation in stating that the best plan of selecting Spectacles—employed by some Oculists—was frequently attended by serious consequences; that eyes were often permanently injured, which might, by skilful adaptation of glasses, have been preserved for years.

S. R. GROOM, Esq., F.R.C.S.,

Barrister-at-Law, Singapore.

I have used Glasses for twenty years, and have no hesitation in saying that, those supplied me by you are the best I have ever worn. I wear them with much satisfaction and comfort, and find the frames are especially convenient.

To Messrs. LAWRENCE & MAYO, Hotel d'Europe, Singapore.

LAWRENCE & MAYO, Ophthalmic Opticians, (Opticians to the Principal Ophthalmic Surgeons in England and India) Offices—Old Bond Street, LONDON, 3 & 4, HART STREET, CALCUTTA, 22, RAMPART ROW, BOMBAY, Hongkong, July 23, 1888. 1232

DENTISTRY.

FIRST CLASS WORKMANSHIP.

MODERATE FEES.

MR. WONG TAI-FONG,

Surgeon Dentist.

(Formerly Attached Apprentice and Lately Assistant to Dr. ROGERS.)

At the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. ROGERS,

No. 2, DUNDRELL STREET.

CONSULTATION FREE.

Discount to missionaries and families. Sole Address

2, DUNDRELL STREET,

(Next to the New Oriental Bank.)

Hongkong, January 12, 1885. 66

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Order for REPAIRS if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Under-Sign'd is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,

Secretary.

Hongkong, August 25, 1885. 1468

CHAS. J. GAUPP & Co.,

Chronometer, Watch & Clock Makers,

Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOYAGERS' ORIENTAL BINOCLARS AND TELESCOPES.

RETORTS, LIQUID AND OTHER COMPASSES.

ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS.

English SILVER & ELECTRO-PLATED WARE.

Chisel & Co.'s ELECTRO-PLATED WARE.

GOLD & SILVER JEWELLERY in great variety.

DIAMONDS

AND

DIAMOND JEWELLERY.

A Splendid Collection of the Latest LONDON PATTERNS, at very moderate prices. 742

To-day's Advertisements.

EASTERN AND AUSTRALIAN

STEAMSHIP COMPANY,

LIMITED.

FOR SYDNEY, MELBOURNE AND

ADELAIDE.

(Calling at PORT DARWIN, and taking through Cargo to QUEENSLAND PORTS, NEW ZEALAND, TASMANIA, &c.)

The Steamship, *Peninsular*, Captain EDWARDS, will be despatched for the above Ports on FRIDAY, the 10th Inst., at 4 p.m., instead of as previously advertised.

For Freight or Passage, apply to RUSSELL & Co., Agents.

Hongkong, August 8, 1888. 1324

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOT POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND

YOKOHAMA.

The Co.'s Steamship *Moltre*, Captain LARSEN, will be despatched for the above Ports on or about WEDNESDAY, the 15th Instant.

G. DE CHAMPEAUX, Agent.

Hongkong, August 8, 1888. 1323

To-day's Advertisements.

THEATRE ROYAL,

CITY HALL, HONGKONG.

TO-MORROW EVENING,

THE AMERICAN MUSICAL

COMEDY & OPERA COMPANY.

Directors: Mr. PENDERBURY W. WILLARD, JOHN F. SHERIDAN.

Will appear as above in SYDNEY GRUNDY'S GREAT LONDON FAROICAL

COMEDY, 'THE ARABIAN NIGHTS.'

CANT OF CHARACTERS: Arthur Hummingtop, Mr. P. W. Willard, Ralph Orinrod (his friend), Charles Fisher, J. F. Sheridan, Brother-in-law, A. Smith, John (his servant), Miss M. Morrison, Mrs. Hummingtop, Mrs. E. Leanington, Mother-in-law, Vera Pety, Daisy Maitland (his niece), Neddie Arline, Rosa Columbian, G. Whitford.

Scene—APARTMENT IN HUMMINGTOP'S HOUSE.

The Comedy will be preceded at 9 Sharp by a CONCERT.

Conductor—Mr. J. A. ROBERTSON.

SATURDAY,

11th August, 1888.

Sir JULIO BENDIR'S DELIGHTFUL OPERA, 'LILY OF KILLARNEY.'

Prices \$3, \$2, and \$1. Plan at Messrs. KELLY & WALSH'S, LD. All communications to PENDERBURY W. WILLARD, Hongkong Hotel.

Hongkong, August 8, 1888. 1326

CANADIAN PACIFIC STEAMSHIP

COMPANY.

TAKING CARGO AND PASSENGERS

TO JAPAN, CANADA, THE

UNITED STATES, AND EUROPE,

VIA

THE CANADIAN PACIFIC RAILWAY

AND OTHER CONNECTING

RAILWAY LINES & STEAMERS.

The British Steamship *BATATIA*, A 2,553 Tons Register, WATSON, Commanding Officer, will be despatched for YOKOHAMA, KOBE, and YOKOHAMA, on THURSDAY, the 10th August, at 3 p.m.

To be followed by the S.S. *DUKE OF WESTMINSTER*, on the 31st August, S.S. *PAULINA*, on the 13th September, and S.S. *ALYSSA*, on the 4th October.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—To Vancouver & Victoria, Mex. \$160.00

To San Francisco, 175.00

To Liverpool, 300.00

To London, 305.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 13th August.

All Parcels must be sent to our Office and should be marked to address 'in full' and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to ADAMSON, BELL & Co., Agents.

Hongkong, August 8, 1888. 1247

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP

COMPANY.

THROUGH TO NEW YORK, VIA

OVERLAND RAILWAYS, AND TOUCHING

AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. MAIL Steamship *UTTA* OF NEW YORK will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 29th Inst., at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—To San Francisco, \$200.00

To San Francisco and return, 350.00

To Liverpool, 325.00

To London, 330.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (for sea service) within one year will be allowed a discount of 10%. This discount does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day. All Parcel Packages should be marked to address 'in full' value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, August 8, 1888. 1323

To-day's Advertisements.

FOR SHANGHAI.

The Steamship

Ningpo, Captain SAWASHER, will be despatched for the above Port TO-MORROW, the 9th Inst., at 4 p.m.

For Freight or Passage, apply to SIEMSEN & Co. Hongkong, August 8, 1888. 1321

NORDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

STEAMSHIP BAYERN,

FROM BREMEN AND PORTS

OF CALL.

THE above-named Steamship having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD., Kowloon, whence delivery may be obtained. ORIENTAL CARGO will be landed here in Hongkong unless notice to the contrary be given before 5 p.m. TO-DAY, the 7th Inst. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th August will be subject to sale.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 27th August, at 4 p.m.

All Claims must reach us before the 20th August, or they will not be recognised.

No Fire Insurance can be effected.

Bills of Lading will be countersigned by MELOCHERS & Co., Agents.

Hongkong, August 7, 1888. 1323

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ANOR, Norwegian barque, Captain A. Christensen.

G. H. WATKINS, British barque, Captain Cumming—Butterfield & Swire.

HEVRA, German steamer, Capt. Dethlefsen—Siemssen & Co.

LUCIA, British barque, Captain David Wood—Order.

NYL GRAY, British ship, Captain W. B. Butler—Order.

SHIPPING.

ARRIVALS.

August 8, 1888.—

Ningpo, German steamer, from Whampoa.

Lewins, British steamer, 1,343, J. Theart, Saigon August 4. General—ADAMSON, BELL & Co.

Mika Maru, Japanese steamer, 2,080, Pyno, Kutchinzu August 3, Coal.—MRS. B. B. B. B. B.

Actin, Danish steamer, 355, N. C. Revsback, Pakhoi August 5, and Heilow, 7, General—ANNOLD, KARRBERG & Co.

Heer, German steamer, from Whampoa.

DEPARTURES.

August 8.—

Anoy, for Whampoa.

Stender, for Amoy and Shanghai.

Nanshan, for Swatow.

Cheung Hock Kien, for Swatow.

Bayern, for Shanghai.

General, for Yokohama.

Clebsa, for Singapore.

Centon, for Swatow.

Thala, for Coast Ports.

City of Rio de Janeiro, for San Francisco.

Fushun, for Shanghai.

CLEARED.

Marie, for Haiphong.

Arion, for Cuba.

Cathonia, for Victoria.

Wandering Jew, for New York.

Spinnaway, for Singapore.

Independent, for Bangkok.

Triumph, for Saigon.

Benary, for Bangkok.

Victoria, for Nagasaki.

PASSENGERS.

ARRIVED.

Per *Lewins*, from Saigon, 138 Chinese.

Per *Actin*, for Heilow, 50 Chinese.

Per *Nanshan*, for Swatow, 100 Chinese.

Per *Cheung Hock Kien*, for Swatow, 325 Chinese.

Per *City of Rio de Janeiro*, for Yokohama, 1,000 Chinese.

Per *Centon*, for Swatow, 60 Chinese.

Per *Thala*, for Coast Ports, 200 Chinese.

Per *Fushun*, for Shanghai, 90 Chinese.

To DEPART.

Per *Marie*, for Haiphong, 25 Chinese.

Per *Spinnaway*, for Singapore, 2 Europeans.

Per *Independent*, for Bangkok, 12 Chinese.

Per *Triumph*, for Saigon, 30 Chinese.

SHIPPING REPORTS.

The British steamer *Leaves* reports: Had light southerly winds; latter part light variable winds with hot sultry weather.

The Japanese steamer *Mika Maru* reports: On August 6th, spoke steamer *Fushun* from Hongkong bound Kutchinzu, 2 days out.

POST OFFICE NOTICES.

MAILS will close:—

For NAGASAKI.—

Per *Victoria*, at 1.30 p.m., on Thursday, the 9th inst.

For NAGASAKI, KOBE & YOKOHAMA.

Per *Tokyo*, at 3.30 p.m., on Thursday, the 9th inst.

For SHANGHAI.—

Per *Ningpo*, at 3.30 p.m., on Thursday, the 9th inst.

For SAIGON.—

Per *Triumph*, at 4.30 p.m., on Thursday, the 9th inst.

For SWATOW, AMOY & FOCHOW.—

Per *Haiphong*, at 11.30 a.m., on Friday, the 10th inst.

For PORT DARWIN, SYDNEY, MELBOURNE & ADELAIDE.—

Per *Tamara*, at 3.30 p.m., on Friday, the 10th inst., instead of as previously notified.

MEMOS. FOR TO-MORROW.

Shipping.

4 p.m.—Ningpo leaves for Shanghai.

4 p.m.—Tehran leaves for Nagasaki, &c.

Amusements.

5 p.m.—Performance at the City Hall.

Miscellaneous.

Goods per Steamship *Ora* unloaded after Noon subject to rent.

WATSON'S

PRICKLY HEAT LOTION

AND POWDER

A Specific for

PRICKLY HEAT,

AND ALL SKIN ERUPTIONS

caused by the hot weather.

DIRECTIONS.

Apply with a Soft Sponge, and when nearly dry dust over with 'The Dusting Powder.' Irritation will entirely cease in a few moments, and be succeeded by a most agreeably cool and refreshing sense of comfort and ease.

A light dose of WATSON'S SALINE APERIENT in the morning is also recommended as a detergent.

A. S. Watson & Co., Limited.

THE HONGKONG DISPENSARY.

August 6th 1888. 1315

The publication of this issue commenced at 7.35 p.m.

The China Mail.

HONGKONG, WEDNESDAY, AUGUST 8, 1888.

WHEN our erratic contributor 'Brownie' alleges, as he has done more than once, that we have given much more than we have got under the Additional Article of the Cheeto Agreement, he probably expresses the common feeling which is entertained in Hongkong and at the Ports. In appraising the results of the negotiations consequent upon the Additional Article, however, the Imperial gains or losses ought to be carefully separated from those that may be set down as forming the local balance sheet here in Hongkong. At present it is doubtful whether Great Britain has gained anything in an imperial sense, save an increased friendliness with China, and perhaps a stronger international bond which might probably become still stronger in certain eventualities. What this Colony has lost or gained may now be more definitely noted than it could have been some time ago, as the success or failure of the Colonial plan of collecting the Opium duties, of removing the so-called Blockade, and of practically reducing smuggling to a minimum, may now be fairly estimated. It must be admitted that the proceedings of the Commission, held in Hongkong in the year 1886 (from June to September), were then and have since been kept rigorously from the public eye, so that it is not very surprising to find that the popular view of the situation is vaguely unfavourable to the British side of the question. From what we have been able to gather, from one source and another, the result of the negotiations carried on at this semi-secret Commission, together with the working of the new regulations which were the outcome of that Commission, have been much more satisfactory than most residents would be inclined to believe. Although

then the sole registered owner at and for the price of sum of \$20,000, less 25 per cent, \$5000 bargain money to be paid at once, \$15,000 at end of the month of April then next ensuing, and balance not later than end of May, but payment in full to be made should delivery of vessel be taken sooner.

4. On or about the 30th day of March 1885, the plaintiff paid to the defendant in part performance of the said contract \$5000 bargain money.

5. On or about the 14th day of April 1885, the said steamship *Estrella* was arrested and seized by writ of foreign attachment issued out of this Honorable Court in a suit (No. 18 of 1885) in which one William Macgregor Smith was the plaintiff, and the defendant in this suit, the said Angel Ortiz, said two other persons were defendants.

6. It was, thereupon, agreed by and between the plaintiff and the defendant that the 2nd instalment of the purchase money of the said steamship *Estrella* should not be paid until the said vessel was freed from such seizure and arrest.

7. On or about the 28th day of May 1885 the defendant said Angel Ortiz informed the plaintiff that the said steamship *Estrella* had been released from the arrest and seizure aforesaid, and that full security had been given to meet the claims of the said William Macgregor Smith and of all other persons claiming or likely to claim against the said vessel, and that the plaintiff might safely pay the said second instalment of \$10,000 and proceed to complete the purchase and transfer of the said steam vessel.

8. Relying on the truth of the defendant's statements in the paragraph mentioned, the plaintiff paid the said second instalment of \$10,000 on or about the 28th day of May 1885, and on the 10th June following a further sum of \$5,000, making in all \$20,000, and executed all documents and papers necessary to complete the legal transfer to himself of the said steamship *Estrella*.

9. The statements of the said defendant were untrue, as the said defendant at the time he made them well knew. The said steamship *Estrella* was not released from the said seizure and arrest until the 16th day of June 1885, and no security had been given by any one in his name or on his behalf to meet the claims of John Henry Smith one of the persons referred to in paragraph 7 of this petition and well known to the defendant as a person who had claims against the said ship.

10. On the 16th day of June 1885 the plaintiff took delivery of the said steamship *Estrella*, but the said vessel was immediately after arrested at the suit of the said John Henry Smith and remained under arrest from that date until the 22nd March 1886 first under a warrant out of the Vice Admiralty Court of Hongkong, and then under and by virtue of an injunction issued out of this Honorable Court at the suit of the said John Henry Smith against the said Angel Ortiz and others.

11. To obtain the removal of said injunction and the release of the said steamship *Estrella* from such arrest and seizure, the plaintiff paid to the said John Henry Smith a sum of \$5,000.

12. The defendant warranted to the plaintiff that he had a good title to the said steamship *Estrella* and that she was free from incumbrances and that he, the defendant, had guaranteed and secured or would guarantee and secure the plaintiff against all claims against the said steamship.

13. The defendant had not a good title to the said steamship vessel, the *Estrella*, and she was not free from incumbrances, and the defendant did not, although repeatedly called on to do so, guarantee and secure the plaintiff against the claims of the said John Henry Smith.

14. Between the 15th day of June 1885 and the said 22nd day of March 1886 the plaintiff disbursed, in and about the said steamship *Estrella* for the necessary expenses thereof the sum of \$4,472.21.

15. The plaintiff was deprived during the whole of the said period of the use of the said steamship and lost large sums of money thereby.

16. On or about the 1st day of June, 1885, the plaintiff contracted with one Sam Yee to charter to him of the said steamship *Estrella* with her appurtenances for the price or sum of \$35,000, but he was unable to carry out and complete his said contract because of the arrest and detention of the *Estrella* as aforesaid, and he thereby lost the profits he would otherwise have made by chartering the said ship.

17. On the release of the said steamship *Estrella* in March 1886, the plaintiff was able to obtain no more than \$22,000 for the said steamship.

The plaintiff therefore claims—
1. \$13,000 his loss on the said re-sale.
2. \$4,472.21 his disbursement as aforesaid.
3. \$13,000 paid by him as aforesaid to the said John Henry Smith for the release of the said steamship.

4. Such further and other relief as the nature of the case may require.

Mr Francis said he need only explain in addition that the transactions alleged in the petition actually took place in the absence of the principals, and between agents on both sides. Mr C. J. Rapp was agent for the plaintiff, and the learned counsel thought, entirely unknown to the defendant whose agent and representative here in all the transactions was Mr Mellye. The answer is as follows—

1. The defendant admits the allegations contained in paragraphs 1, 2, 3, 4, 5 and 10, and denies the allegations contained in paragraphs 6, 7, 11, 12, 13, 14, 15, 16 and 17 of the petition.

2. As to paragraph 7 the defendant further says as follows—
(A.) He did not inform the plaintiff on or about the 28th of May 1885 that the steamship *Estrella* had been released from the arrest and seizure in suit 18 of 1885, but he did inform him on that day that the vessel had been obtained for the dissolution of the attachment on security being given for the claim of William Macgregor Smith in that suit, and as a matter of fact on that day such order was obtained and the ship was in possession of her and was true in fact and except as above the defendant gave no assurance or representation or guarantee that had any relation whatever to the claims of J. H. Smith or anyone else except to Macgregor Smith.

(B.) As to paragraph 8 the defendant says that he admits the payments therein alleged

but denies that they were made to the plaintiff in reliance upon such statements of the defendant as are alleged in the petition.

3. As to paragraph 9 the defendant says as follows—
(A.) He made no statements that were in fact untrue or that he knew to be untrue as alleged.

(B.) He never gave any security to meet any claim of J. H. Smith, nor did he ever undertake to give any such security or state that he had given any such security to meet any such claim.

4. The defendant further says as follows—
(A.) At the time when the vessel was involved over by the defendant's agents to the Plaintiff's agent Rapp, on the 16th of June, she was as stated above free from attachment, but the said Rapp was well aware that although she was free from any actual attachment yet that there was a probability of some adverse claim being preferred by one J. H. Smith and in respect of which an attempt might be made to attach or seize the vessel, and he accordingly arranged to have the said vessel towed out of the waters of the Colony the moment he got possession of her lest she should be arrested upon any such claim. After he had taken complete possession he was about to return when his proceedings were noticed by the said Rapp, and for the purpose of stopping the ship a bogus suit in Admiralty was commenced against the ship at the suit of J. H. Smith and an attachment was obtained and enforced in time to stop her leaving. That suit was withdrawn the following day and suit 18 of 1885 was commenced against the ship again attached under an injunction obtained therein, and this and no other is the injunction referred to in paragraph 10 and the following paragraphs of the petition.

Mr Francis said the *Estrella* was a Spanish vessel and was registered in the name of Angel Ortiz in the Philippines. He, as would appear by the certificate of the vessel, had chartered the *Estrella* for a period of 60 years on certain terms to the firm of Birchell and Robinson of Manila. They disposed of shares in the leasehold interest they had in the vessel to William Macgregor Smith of this Colony, and John Henry Smith of Messrs. Blackhead & Co. for \$10,000 each share, and it was out of these assignments that the different suits in which this vessel had been concerned had arisen. He thought she had been many more times than twice under arrest, but the time of these arrests was between the time of the said assignment to the firm of Birchell and Robinson of Manila, and the time of the said assignment to Messrs. Blackhead & Co. for \$10,000 each share, and it was out of these assignments that the different suits in which this vessel had been concerned had arisen. He thought she had been many more times than twice under arrest, but the time of these arrests was between the time of the said assignment to the firm of Birchell and Robinson of Manila, and the time of the said assignment to Messrs. Blackhead & Co. for \$10,000 each share, and it was out of these assignments that the different suits in which this vessel had been concerned had arisen.

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wards he told me on several occasions that J. H. Smith had got security and was arrested. On 27th May I had a note from Mr Holmes informing me that the attachment of Macgregor Smith had been removed. On 28th May I had an interview with Mr Mellye in my office. I had just received a note from Mr Holmes to call on him. Capt. Koch was sitting in my office when Mr Mellye came in. Mr Mellye was quite excited and said—'Now Mr Rapp the *Estrella* is perfectly free and clear, everything is settled. Now pay me the \$10,000.' I asked him what had been done with J. H. Smith and he replied—'He is all right; I paid the dollars into Mr Caldwell's hands and he is satisfied.' I told him I had just been asked to see Mr Holmes and we both left my office together. On my return I wrote out a cheque for \$10,000 and sent it to Mr Mellye. Directly afterwards I got a note from Mr Mellye saying everything was all right now and that he supposed I would take the steamer away that week.

At this stage Mr Francis put in correspondence between Mr Caldwell and Mr Holmes. Witness (continuing)—It was on Thursday (28th May) I gave the cheque, and I asked Mr Mellye if it would be convenient for him if I took away the ship on Monday 4th June. There was no answer. On Monday I drew up an order between Mr Mellye and myself about the purchase. Mr Mellye had no objection to my taking the steamer on the day I mentioned. On 4th June he took me to the Spanish Consulate to tell him I had purchased the vessel and to get her transferred to my name. On 5th June the transfer would have to take place in his office, and he also said that before he could transfer the ship he would have to telegraph to the Harbour Master at Manila, and he would give me notice when he got an answer. At this time was fully convinced that he would be ready to transfer on the 10th, and there we executed a transfer. On the same day I wrote a further sum of \$5,000 to Mr Mellye in Mr Holmes' name. Mr Caldwell asked me if I must see the Consul once as he was going to Canton, and Mr Caldwell asked me to call at his office after I had seen the Consul. As soon as he saw me he called out, 'Mr Rapp, I cannot give you the ship. You solicitor would sign such a document as has been given to me for her. For God's sake do not let the German flag, which would be contempt of Court.' I was simply thunderstruck. That was the first time I learned that the ship was not free. I went away in disgust to Mr Mellye. He said to be just as surprised as I was and said—'I really don't know what Mr Caldwell could be like that. Next morning I saw Mr Mellye again, and he told me he had sent a very strong telegram to Manila and he hoped the thing would be arranged soon. While they were telegraphing, words and forwards to Manila I asked Mr Caldwell to get the Consul to sign the bill of sale and to get security has been given to 'Blackhead' Smith, so that if this is settled we shall have no further trouble from him? He said—'Yes, Mr Rapp, J. H. Smith has received security; he is satisfied.' I said to Mr Mellye, 'You told me he had received instructions to sign the bill of sale and to get security has been given to 'Blackhead' Smith, so that if this is settled we shall have no further trouble from him? He said—'Yes, Mr Rapp, J. H. Smith has received security; he is satisfied.'

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Hongkong, July 15, 1887. 1340

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C. D. HARMAN,
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ON THURSDAY, the 10th of August, 1888, at Noon, the Company's S.S. IKAOUDDY, Commandant BRETEL, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 10th August, 1888. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, August 3, 1888. 1297

NORDDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; ALSO, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship MIRZAPUR, Captain R. HANVY, with Her Majesty's Mails, will be despatched from this for LONDON direct, via SUEZ CANAL and usual Ports of Call, on SATURDAY, 11th August, at Noon.

Cargo will be received on board until 4 p.m. on the day before sailing.

Parcels and Specie (Gold) at the Office until 4 p.m. on the day before sailing.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODLIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, August 1, 1888. 1282

Occidental & Oriental Steam-Ship Company.

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THE Steamship GAELIC will be despatched for San Francisco, via Yokohama, on SATURDAY, the 18th August, at 3 p.m.

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Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, July 28, 1888. 1259

NOW PUBLISHED.

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Intimations.

THE CHINA REVIEW.

PUBLISHED BI-MONTHLY, TENTH YEAR.

THIS Review, which was intended to meet the wants of many students of Chinese caused by the discontinuance of Notes and Queries on China and Japan, has reached its Tenth Year. The Review discusses those topics which are unimportant in the minds of students of the Far East, and about which every intelligent person connected with China or Japan is desirous of acquiring trustworthy information. It includes many interesting Notes and original papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new departure has been taken, and the Review now gives papers on Trade, Commerce, and Descriptive notes of Travel by well-known writers. It was thought that by extending the scope of the Review in this direction, the Magazine would be made more generally useful.

The Review department receives special attention, and contributions are made to present a careful and concise record of literature on China etc., and to give critiques embodying sketches of the most recent works on such topics. Authors and Publishers are requested to forward works to Editor, China Review, care of China Mail Office.

The Notes and Queries are still continued and form an important means of obtaining from and diffusing among students knowledge on obscure points.

The Correspondents' column also affords further and greater facilities for the interchange of views and discussion of various topics.

Original contributions in Chinese, Latin, or any of the Modern Languages are received. The papers are contributed by the members of the various Consulate, the Imperial Customs, the Hongkong Services, and also by the Missionary bodies amongst whom a high degree of Chinese scholarship is assiduously cultivated. Amongst the regular contributors are Dr. Chalmers, Eitel, Bretschneider, and Hirth, Professor Legge, and Messrs. Ballou, Watters, Sten, Phillips, MacIntyre, Grew, Jentink, Faber, Kopsch, Parker, Playfair, Giles, Piton, and Taylor, all well-known names, indicative of sound scholarship and thorough mastery of their subject.

The Subscription is fixed at \$6.50 per annum, postage included—payable in advance.

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OPINIONS OF THE PRESS.

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"This number contains several articles of interest and value."—The Chinese Herald.

"The China Review for September-October fully maintains the high standard of excellence which characterises that publication, and altogether forms a very interesting and readable number. Meteorologists will find an interesting and valuable contribution by Dr. Fritzsche, on 'The Amount of Precipitation (Rain and Snow) of Peking,' showing the results of observations made at the Imperial Russian Observatory at Peking, from 1841 to 1880. 'Notes on the Dutch Occupation of Formosa,' by Mr. G. J. P. H. J. van der Schuer, contains some interesting information, although much of it is second-hand. The Notices of New Books include a most generous and appreciative review of 'The Divine Classic of Nan-Hua,' and the Notes and Queries are as usual very interesting."—North-China Daily News.

"A substantial and reliable Review which all students of China and the Chinese would do well to patronise."—Chrysanthemum.

"The November-December number of the China Review contains less variety than usual, but the few articles are very interesting. The opening essay by Mr. Herbert A. Giles on 'The Tenth Year in China' treats of a question that must necessarily be of great importance in the eyes of all missionaries. Mr. E. H. Parker's 'Short Journeys in Szechuen' are continued, and a goodly instalment of these travels in the interior of China is given of some length entitled 'The Emperor Cheng, founder of the Chinese Empire,' which will be read with genuine interest by students of Chinese history. A few short notices of New Books and notices of new books published in China, and nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked for from the members of the foreign consular service, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are severally represented in the first number of the Review by papers highly creditable to their respective authors. Some translations from Chinese novels and plays are marked by both accuracy and freshness of style, and an account of the career of the Chinese post-stateman of the eleventh century, Su Tung-p'o, by Mr. E. C. Bowra, is not only historically valuable, but is also distinguished by its literary grace. Besides notices of new books published in China, the Editor, which will be a useful feature of the Review, if carried out with punctuality and detail, we are glad to notice that 'Notes' and 'Queries' are destined to find a place in its pages. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the China Review may receive the support necessary to insure its continuance."

Mr. Andrew Wind,
News Agent, &c.

21, PARK ROW, NEW YORK; is authorized to receive Subscriptions, Advertisements, &c., for the China Mail, Oriental China Mail, and Chinese Review.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the Harbour are marked c., in conjunction with the figures denoting the sections.

Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to Jardine's Wharf. 3. From Jardine's Wharf to the Harbour Master's Office. 4. From Harbour Master's Office to the P. & O. Co.'s Office. 5. From P. & O. Co.'s Office to Pedlar's Wharf. 6. From Pedlar's Wharf to the Naval Yard.

Section. 7. From Naval Yard to Blue Buildings. 8. From Blue Buildings to East Point. 9. From East Point to Kowloon Island to North Point. 10. Kowloon Wharves. 11. Jardine's Wharf.

Vessel's Name. Captain. Flag and Reg. Tons. Date of Arrival. Consignees or Agents. Destination. Remarks.

Steamers. Batavia, Watton, Brit. str. 1861, July 30, Adamson, Bell & Co., Shanghai. To-day. K'loon Dock.

Bayern, Sander, Ger. str. 2877, Aug. 7, Blochers & Co., Hamburg. To-day. K'loon Dock.

Bonary, Boutellier, Brit. str. 1173, Aug. 17, Jardine, Matheson & Co., Singapore. To-day. K'loon Dock.

Caribbrooke, Joon, Dutch str. 1283, July 31, Jardine, Matheson & Co., Singapore. To-day. K'loon Dock.

Cochet, Bortelsen, Ger. str. 927, Aug. 7, Chinese. To-day. K'loon Dock.

Dabury, Croad, Chi. str. 1504, Aug. 7, C. M. S. N. Co., San Francisco. To-day. K'loon Dock.

Fushun, Pearns, Brit. str. 4205, Aug. 4, O. S. S. Co., Yokohama. To-day. K'loon Dock.

Gaelic, Schuckmann, Ger. str. 120, Aug. 3, Meichers & Co., Hongkong. To-day. K'loon Dock.

General Worder, Harris, Brit. str. 1122, July 27, Douglas Steamship Co., Hongkong. To-day. K'loon Dock.

Haplong, Schaefer, Ger. str. 871, Aug. 4, Wieler & Co., Hongkong. To-day. K'loon Dock.

Independent, Thearle, Brit. str. 1343, Aug. 8, Adamson, Bell & Co., Hongkong. To-day. K'loon Dock.

Layner, Hohlmann, Ger. str. 704, Aug. 4, A. R. Marty, Hongkong. To-day. K'loon Dock.

Maria, Pyne, Japan. str. 2030, Aug. 8, Mitsui Bussan Kaisha, Hongkong. To-day. K'loon Dock.

Mika Maru, Sadevasser, Ger. str. 762, Aug. 8, Siemens & Co., Hongkong. To-day. K'loon Dock.

Ningpo, Stopani, Brit. tug. 161, Sept. 27, H. K. & W. Dock Co., Hongkong. To-day. K'loon Dock.

Pilot Fish, Cabura, Italian str. 1415, Aug. 2, Canowicz & Co., Hongkong. To-day. K'loon Dock.

Sunadale, Samson, Brit. str. 1408, July 31, Russell & Co., Hongkong. To-day. K'loon Dock.

Tobacco, Hunter, Brit. str. 819, Aug. 5, Douglas Steamship Co., Hongkong. To-day. K'loon Dock.

Thales, Bleichen, Ger. str. 1142, Aug. 4, E. D. Schellhas & Co., Hongkong. To-day. K'loon Dock.

Triumph, Moos, Ger. str. 674, Aug. 5, Wieler & Co., Hongkong. To-day. K'loon Dock.

Velox, Wolf, Ger. str. 636, Aug. 6, Eduard Schellhas & Co., Hongkong. To-day. K'loon Dock.

Victoria, Goudon, Brit. str. 1530, Aug. 5, Takasima Colliery, Hongkong. To-day. K'loon Dock.

Sailing Vessels. Adolphi, Westongam, Ger. bgo. 867, Aug. 5, Order. To-day. K'loon Dock.

Aron, Christensen, Norw. bgo. 634, July 11, Captain. To-day. K'loon Dock.

Comet, Krippner, Ger. str. 1083, July 17, Naval Officer. To-day. K'loon Dock.

Cuthana, Gifford, Brit. str. 201, June 19, Jardine, Matheson & Co., Hongkong. To-day. K'loon Dock.

Escort, Waterhouse, Amer. bgo. 124, July 18, Canowicz & Co., Hongkong. To-day. K'loon Dock.

Oranite Slako, Ross, Amer. str. 1624, July 20, Postau & Co., Hongkong. To-day. K'loon Dock.

Hydra, Engstrom, Brit. bgo. 833, July 21, Butterfield & Swire, Hongkong. To-day. K'loon Dock.

John Nicholson, Christensen, Dan. bgo. 786, July 6, Arnold, Karberg & Co., Hongkong. To-day. K'loon Dock.

Lucia, Quine, Brit. bgo. 680, July 8, Meichers & Co., Hongkong. To-day. K'loon Dock.

Nyl Ghau, Wood, Brit. bgo. 640, Aug. 5, Order. To-day. K'loon Dock.

Sachsen, Butler, Brit. str. 1232, Aug. 10, P. & O. S. N. Co., Hongkong. To-day. K'loon Dock.

Spiridon, Bartlett, Amer. str. 1311, Aug. 30, P. & O. S. N. Co., Hongkong. To-day. K'loon Dock.

Ta Hongkong, Bartlett, Brit. str. 326, June 23, Siemens & Co., Hongkong. To-day. K'loon Dock.

Wandering Jew, Stearns, Siam. str. 636, Aug. 7, Chinese. To-day. K'loon Dock.

Young Siam, Nichols, Amer. str. 1650, July 11, Postau & Co., Hongkong. To-day. K'loon Dock.

Kook, Kook, Siam. bgo. 750, June 17, Chinese. To-day. K'loon Dock.

Her Britannic Majesty's Ships on the China Station.

Name. Rig. Tons. Guns. H.P. Captain. Where at.

Alacrity, despatch-vessel, 1700, 4, 3180, Com. R. Blair Macdonochie, Hakodate.

Andacious, twin-screw battle-ship, 6010, 10, 4830, Capt. John E. Warren, Yokohama.

Cockatrice, gunboat 2nd class, 465, 4, 470, Lieut.-Com. Ed. E. Maxwell, Shanghai.

Constance, cruiser 3rd class, 2380, 14, 2530, Capt. L. O. Keppel, Hakodate.

Cordelia, cruiser 3rd class, 2380, 14, 2530, Captain Henry H. Boys, Hakodate.

Isak, g-b, 3rd class coast defence, 465, 4, 470, Lieut.-Com. Reginald Y. Smith, On a cruise.

Lepour, gunboat 2nd class, 465, 4, 470, Lieut.-Com. Denison, Manila.

Horrore, gunboat 2nd class, 465, 4, 470, Captain Chas. J. Balfour, Hakodate.

Impetuous, twin-screw battle-ship, 8400, 10, 10000, Command William H. May, Hakodate.

Leander, cruiser 2nd class, 4300, 10, 5500, Captain M. J. Dunlop, Hakodate.

Linnat, gun-boat 2nd class, 755, 5, 1050, Commander W. Marwick, Hakodate.

Merlin, gunboat 2nd class, 1130,